PLAYHOUSE OFFERS FANTASTIC COMEDY End of Military Control Brings Socialistic Test.

"A Young Man's Fancy," of Charming Intent, Needful of Revision.

DIALOGUE IS SPRIGHTLY

'Acting on the Whole Is Satisfying-John T. McIntyre' the Author.

| | | Playb | | Mantonla |
|------|---------|-------------------|--------|-------------|
| | | | | Merivale |
| Left | wich | | Alfred | Kappelet |
| Cost | igan | · · · · · · · · · | J. M | Kerrigan |
| Minn | Carter. | | Jes | sie Busies |
| Mins | Furion | E | Jear | ne Eagels |
| The | Hostess | | Eus | renie Blatt |

"A Young Man's Fancy," which George Tyler presented in the Playhouse last night, is really a fantastic comedy. "Steve" for Arnold Daly and impends in services. other theatrical quarters, is the author.

The first act departs far enough from the popular dramaturgy of the day to provisionally under military control. have no less than six scenes. Fantasy hesitates at the second act, where there are only two, while the third, with but one, seems literal.

Just as her lover stared at Coppelie and other lovers in operetta and pantomime have for theatrical generation gazed on the doll like loveliness of the adored one until she took the semblano of life for a while at least, so did the hero of "A Young Man's Fancy" gase on his beloved in the vicarious and false presentiment of an image made for shop window. He pondered at home, as poets are said to do, before he took to the highways, and stood before a show win-dow which had its curtain drawn be-cause the wizard within was preparing the mannikins for the public view. After he had looked upon the curtain from the viewpoint of the man in the street the poet was in another scene, behind

Then in his fancy the figures of the Then in his lancy the figures of the picture seemed to stand on a real lawn instead of on that in the window, to move and talk with the poet and then to disappear. But always foremost in his imagination was the graceful figure of a delicate yellow haired creature theoretics the thoughts of the poet. absorbing the thoughts of the poet. Whether in the window or on the green, whether in her real self or her image, this was the maid of the poet's thoughts.

The Maiden in Life.

Of course, the young man comes to now in reality this maiden of his waking dreams, although there is an inter-lude before Joseph Urband and the author contrive that his journey shall end in a lovers' meeting. Maybe the stage hands delayed this climax unduly last night, delayed this olimax unduly last night, for there was ample lack of preparedness for the performance. But Mr. McIntyre's touch in fantasy does not appear to be as light as gossamer, although the mechanical progress of the play was so slow that his intent was at the best obscured. In any case, there must be merciless revision before the piece, which original and charming in intent, comes

dresser isst night got, after a while, on the nerves of the audience, and there was in these scenes altogether too much of the same kind of a thing. Jessie Busiey's infectious humor was, however, of heroic value here. It may be that there is too much mechanical apparatus necessary to allow illusion—the illusion which is indispensable in such a pray— ever have its full sway. Yet the scenes prove fascinating to the spectators, con-fused as they may have been at times by the blunders in the transformations. It is not possible, however, to estimate the improvement to be expected once the play has been condensed and the scenes as they were intended to. Some of Mr. McIntyre's speeches show a delicate humor, very gracefully expressed. The dialogue, indeed, once the men and women were altogether human, was sprightly, and in the sentimental pasages refreshingly unhackneyed.

Acting of the Company. The Philip Merivale was the poet. audience recognized him not only be-cause he talked of ballades and rondeaus but forgot his hat and stick. He gave a delightfully natural and sympathetic performance. His simplicity of manner and his hearty maniness added their attraction to his performance. their attraction to his performance. Jeanne Eagels was the young woman from Virginia who had posed as the mannikin and lived in New York in order that she might enjoy the luxury of earning her living. In the shop window she was a blond study in pretty window she was a cond study in pretty attenuation that posed gracefully. In life she was little more animated and really little more audible, since she talked through her teeth after the prevailing fashion among leading ladies, choked off all masal resonance in her mice, and was as artificial as only as voice, and was as artificial as only mannikin in her off hours could be. Eugenie Blair played with fine author-ity. Joseph Urban had supplied some highly characteristic scenery, which was as usual Vienness secessionist in feel-ing. Paul Lannin had composed an interesting and diverting symphonic accompaniment to the action

THREE HORSES TIED IN 300 MILE HIKE Half Breed Holds Own With Pair of Thoroughbreds.

Sr. Johnsbury, Vt., Oct. 15.—After the horses in the 300 mile road endurance test had arrived here to-night the judges announced that at the end of the second day's sixty mile jaunt three horses were tied for the lead in the various conditions upon which the test is based. They are Bob, the half-breed cavalry mount which saw service is

Hardwick and St. Johnsbury.

The eating requirements for the riders are not quite so strict as for the horses able revival in England, apparently partly and gifts of apples and cider from farmers along the route were gratefully persons to communicate with lost relatives.

Lieut. C. C. Osbourne, DH-4, No. 30, at Chicago.

Lieut. C. C. Osbourne, DH-4, No. 30, at Chicago.

Major A. Gilkeson, DH-4, No. 103, at Chicago.

FRENCH RAILMEN TO HELP MANAGE ROADS

By the Associated Press.

Paris, Oct. 15.—The termination of military control of the railroads in France will mark the beginning of an interesting experiment—the collaboration of delegates from all the different classes of railway workers with heads of departments and the board of directors in the management of the railroads.

The plan of M. Claveille, Minister of

The plan of M. Claveille, Minister of Public Works, embraces the organization of a "committee of exploitation," which will be presided over by a functionary still to be chosen, called "the general railroad commissary."

This plan may be modified in some details, but it appears to be the general agreement to try the much advocated scheme of direct participation by the workers and technical men with the directors in the management and operation of the roads. tion of the roads.

to have their say in the upper councils, though for the moment their participa-tion will be mostly consultative. The press shows some reserve as to the probable results. Shippers and merchants are glad to welcome any experiment in which there is any likelihood of im last night, is really a fantastic comedy, provement in transportation, of which as the programme said. It is indeed they complain quite as much as before meant to be quite fantastic enough to demobilization. It is contended that the plque the most jaded taste. John T. railroads, which accomplished remark able work for the army, ought to give better accommodations for the public

FORMAL PEACE IS HELD UP BY ALLIES

Continued from First Page.

sion, conferred with Frank L. Polk, head of the American delegation to the Peace Conference, here to-day. Their conversation concerned the status of the occupied area of Germany, which may be left without either civil or military government when the formal completion of ernment when the formal completion of the Versailles treaty without American participation brings the armistice agree ment to a conclusion. The Rhineland convention, which created a civil commission with British, French, American and Belgian members, stipulates that all four nations must designate their members before the commission can function.

Military government over the territory must end with the armistice, and the Peace Conference is encountering difficulties in devising an interim gov rnment pending American ratification Paul Tirard, reporter of the Counci Paul Tirard, reporter of the Council of State, has been appointed High Commissioner of the Rhineland and President of the Interallied High Commission in charge of the administration of Rhenish territories. M. Paul Tirard before the war assisted Gen. Lyautey in the commission of the Morrosco protes. the organization of the Morocco protec-torate. He was the first organizer of the econquered Alsatian territory during the war, and since the armistice has acted as general controller of the Rhen ish territory before being appointed President of the Interallied Commission

Foreign Minister Tittoni will represent eague of Nationa according to an official announcement made in FROM SAN FRANCISCO (Second lap).

The copy of the German peace treaty at Sidney signed by King George after the ratifi-cation of the instrument by the British Parliament has been received in Paris, Buffalo.

said, have approved and accepted and confirmed the same in all and every one Mineola of their articles and clauses, and we do Lieut. by these presents approve, accept, confirm and ratify them for ourselves, our heir and our successors, engaging and promis-ing upon our royal word that we will sincerely and faithfully perform and ob-serve all and singular the things con-Cadet J. Cardin, Fokker, No. 64, tained and expressed in the treaties, pro tocol and agreement aforesaid, and that lated by any one or transgressed as far as it lies in our power."

CHURCH OF ENGLAND TALKS SPIRITUALISM Deans in Congress Are Heated

in Discussion.

By the Associated Press. LEICESTER, England, Oct. 15.—The Congress of the Church of England to-day held a warm debate over spiritualism, which started through an attack from the Very Rev. William R. Inge, dean of St. Paul, London, who is known to the newspapers as the "gloomy dean' because of his sometimes desponden views on present day life'. The Right Rev. James E. C. Welldon

dean of Durham, and one or two other prominent clergymen made a partial de-fence of spiritualism, and the Archbishop of Canterbury said the entire subject would be considered by the Bishop when the Lambeth conference meet

Replying, Dean Welldon said: 'It is too late to dismiss spiritualism as a phenomena had won the assent of men of at Oms science like Crooke, Lodge, Flammarion

TWO CROSS-NATION

Continued from First Page.

spectively the ninth and tenth Mineoli pllots to reach the Pacific.

Two San Francisco pilots took of within three minutes of each other yes terday afternoon in Mineola on the 2,700 mile return trip to the Golden Gate For a time it seemed likely that the na tion would witness one of the closest and hardest fought match races ever seen in the air or on the ground, for the starters were Major Carl Spatz, first of the Frisco fliers to reach Long Island, and Capt. Lowell H. Smith, who led all the way from San Francisco to Cleveland, where an accident to his machin delayed him four hours. Misfortune again struck Capt. Smith, however, for The railroad workers express great sgain struck Capt. Smith, however, for satisfaction that they at last are going after gaining half an hour on Major Spatz and reaching Buffalo, one control further along than Rochester, where the Major was held, his plane burned up on the Buffalo field. Major Spatz, who had announced his

letermination to fly homeward by short hops along a southern route or not at all, decided to fly back the way he came yesterday afternoon when he saw Capt. Smith preparing to take off on the home fourney. He took off in his De Haviland Bluebird at 2:28:18 after hastily saying goodby to his mother and father, and Capt. Smith, in another Bluebird, also rated at 126 miles an hour, followed him into the air at 2:31:56 P. M. The two men raced to Binghamton, 142 miles away, and then to Rochester, where Capt. Smith made a landing at 5:36 P. M. and the state of the same and the same are same and the same are same and the same are same as the same are same are same as the same are same are same as the same are same as the same are same as the same are s 5;36 P. M. and got away for the hop to Buffalo at 6:97. Major Spatz arrived seven minutes after his rival had got away, and was held there for the night. Then news reached the American Flying Club that Capt. Smith had landed at Euffalo at 6:33:20 P. M. only to have his machine destroyed by fire shortly

tion of this question, it is said, concerns only the associated and allied Powers. The Albanian delegation sent to represent that country before the Peace Conference has addressed to Premier Clemenceau a letter protesting against a declaration made by Tomasso Titton, the Italian Foreign Minister, that the mandate for Albania should have been entrusted to Italy. Such a decision, the note states, carries with it an attack on the integrity, independence and sovereignty of the Albanian people and is contrary to the rights of small nations. Pierrpont B. Noyes, American member of the Interailied Rhineland Commission, conferred with Frank L. Polk, head of the American delegation to the Peace Conference, here to-day. Their conver-sation, concerned the status of the second the states of the second the second the second the second the states of the second the place in the first stretch of the race.
He was held at Binghamton for more than 24 hours by inclement weather, and also had the same bad fortune at other controls in the Central States. He was greeted at Hoosevelt Field by his wife, and by his mother, the widow of the late Lieut. Col. John Bartholf of Elattaburg.

After arriving and learning that under the rules of the race he had ninety-six hours, excluding Sunday, in which to remain in Mineola, Major Bartholf re-Plattsburg. ceived permission from Col. Archie Mil-ler to fly on Saturday to Boston to see the Harvard football game. The Major is a Harvard man. He declined the offer of another machine, saying that he liked his own "old bus." He declared he was

eager to make the return trip.

Lieut.-Col. Hartney had motor trouble yesterday after travelling forty miles from the Sidney, Neb., control. He was compelled to turn back, but made the station in safety. Lieut J. B. Wright,

WHERE AIR RACERS RESTED LAST NIGHT

Following are controls where aviators still in the transcontinental air race were

Lieut, B. W. Maynard, DH-4, No. 31 FROM MINEOLA (Second lap).

Capt. L. H. Smith, DH-4B, No. 58, at Buffalo. Plane destroyed by fire. Major Carl Spatz, DH-4B, No. 61, at Parliament has been received in the Petit Parliament announced to-day.

The text of the essential part of the FROM SAN FRANCISCO (First lap).

Years J. C. Bartholf, SE-5, No. 61, at

Mineola. Lieut. H. E. Queens, DH-4, No. 52, at Lieut. R. Worthington, SE-5, No. 60, at Mineola. Lieut. F. C. Kiel, DH-4, No. 62, a Lieut. P. Righter, DH-4, No. 65, a

Salt Lake City, Utah. FROM MINEOLA (First Lap) Lieut. A. Pearson, Jr., DH-4, No. 8, at San Francisco.
Lieut.-Col. J. N. Reynolds, DH-4, No. 4. at San Francisco. L. S. Webster, DH-4, No. 15.

t San Francisc Lieut.-Col. T. S. Bowen, DH-4, No. 23, Capt. Harry Smith, DH-4, No. 29, at Lieut, E. M. Manzelman, DH-4, No. 39 at San Francisco. Lieut, H. W. Sheridan, DH-4, No. at San Francisco

Capt. H. Drayton, DH-4, No. 47. Capt. J. O. Donaldson, SE-5, No. Lieut, G. Newman, DH-4, No. 108, at Salduro, Utah Lieut. J. P. Roulett, DH-4, No. 82, at

heyenne, Wyo. Lieut. S. W. Torney, DH-4, No. 88, a Cheyenne.
Lieut. W. C. F. Brown, DH-4, No. 8 at Sidney, Neb Lieut, F. C. Nelson, DH-4, No 6 at Lieut, J. B. Wright, DH-4, No. 42, a

Major H. Abbey, DH-4, No. 7, at Omaha. Lieut. D. B. Gish, DH-4, No. 10, at Omaha. Lieut, J. B. Machle, DH-4, No. 17

Omaha. Major J. W. Simona, Jr., DH-4, No. 19 Major E. B. Lyon, DH-4, No. 28, at

another Morgan owned and ridden by Capt R. R. Allen.

The riders, who left Fort Ethan Allen yesterday morning and whose destination is Camp Devens, Mass. came here to-day from Northfield. The noon feed was caten at Hardwick, into which town Bustum Bey, an Arabian owned by W. R. Brown, led the cavaltade.

Although the weather was unusually warm for the season the judges said that all the horses came through the day in excellent condition. They travelled over mountain roads between Hardwick and St. Johnsbury.

The eating requirements for the riders are not quite so strict as for the horses.

Although the weather was unusually warm for the season the judges said that all the horses came through the day in excellent condition. They travelled over mountain roads between Hardwick and St. Johnsbury.

The eating requirements for the riders are not quite so strict as for the horses and continued: "I think spiritualism has come to fill a void in church practice, and because of the coldes; Tahinaton and continued: "I think spiritualism has come to fill a void in church practice, and because of the coldes; Tahinaton and continued: "I think spiritualism has come to fill a void in church practice, and because of the coldes; Tahinaton and continued: "I think spiritualism has come to fill a void in church practice, and because of the colones interceasions for the departed should be restored, I believe."

The Rev. J. A. Mages, the last speaker, was loudly applauded. He said:

"Sir Arthur Conan Doyle is moving from city to city ministering to a popular craze. I challenge Sir Arthur to deny that spiritualism is perilous to the mental, moral and physical health. Every second or third young lady one meets now imagines herself a modern St. Theresa."

Spiritualism has come to fill a void in church practice. All because of the colones interceasions for the closure, of the cloud. They council Buffs. Ia. (Gonalt, J. V. Beau, Jr., DH-4, No. 28, at Council Buffs. Ia. (Forced landing). Lieut, J. V. Beau, Jr., DH-4, No. 26, at Des Moines.

DISCUSS OPERATING AIR RACERS KILLED GRAND TRUNK IN U.S.

Canadian Ministers See No Difficulty as Owners of Con-

trolling Stock.

VIEN ASKS OUR ATTITUDE

Meighen Cites Ownership of Canadian Northern Lines in Minnesota.

By a Staff Correspondent of THE SUN. ... OTTAWA, Oct. 15 .- The Canadian Min sters see no difficulty in operating the Grand Trunk lines in American territory as owners of the controlling stock in the roads. Ownership of the Canadian Northern lines in Minnesota is taken as good evidence by Arthur Meighen, who is in charge of the resolution through the House. The question arose while the House was in committee on the question.

Major Thomas A. Vien, member for Lotbiniee, asked if the Canadian Government had taken steps to ascertain what the action of the United States Government would be if the Canadian Government became the owner of the Grand Trunk lines in American terri-tory. "I think it would be an unpre-cedented thing if a Government would allow a foreign Government to own rail-way systems in its territory," he said. Arthur Meighen: "We are not taking

Arthur Meighen: "We are not taking the road. We are at present almost 100 per cent. stockholders of another system, the Canadian Northern, that owns and operates roads in the United States. This is simply a repetition of what we have done, and the American Government presumably would have no more objection to one course than to the other." Mr. Vien . "Does the Minister ray that

the Canadian Government is not taking over the Grand Trunk Railway system? Is it not, in effect, State ownership of the Grand Trunk Railway system, and will the Canadian Government not be owner of the system and its connections

on American territory?"
"Of course, the American Governmen
is managing all roads under the Rall
way Board of the United States. Wha will be the position of Canada when it becomes the owner of the railway and when the American Government decides hand over the railway systems of the

United States to their former owners?
"The American Government is not concerned as long as it does not hand over these railway lines and connections to their private owners, but it will be concerned when the time comes to hand them over. It seems to me that it is a fair question to inquire whether the Ca-nadian Government has ascertained what would be the attitude of the American Government if it took such a step." Government if it took such a step. Mr. Meighen: "The American Govern-ment has been aware for two years al-most that the Canadian Government was

the owner of a system which controlled, owned or operated—or all three to-gether—lines in the United States. It is now the owner of another system. By means of the same process, stock ownership, it does the very same thing. The American Government has not felt concerned in the first place and I do not see any reason why it would feel concerned about the second, which is ab-solutely the same. The lines of the Canadian Northern system, the stock of which is owned by the Canadian Govern-ment, are operated by the system, not by the United States, nor have they eve been operated by th United States."

VATICAN DENIES IT **FAVORS SOCIALISM**

Officials Reply to Statement of Bishop of Liverpool.

London, Oct. 15. - The recent statewas reconsidering its attitude oward socialism is denied by the Vati-an authorities.

Vatican officials declare that Catholics

are permitted to belong to Socialist so-cieties if the only aim of these societies is to ameliorate the economic and moral conditions of the workmen, but are prolibited if the societies have anti-religiou or parochial purposes contrary to the principles of authority and possession of

STILL IS RAIDED UP-STATE. and Moonshine Seized i

Rockland County. Troopers of the State constabulary, to rether with United States Internal rev-enue officers, arrested Peter Stauffacher, a former saloonkeeper in Orangeburg, Rockland county, yesterday, charged with "moonshining."

with "moonshining."

The police allege they found a full fledged "still" in what apparently was a fledged "still" in what apparently was in operavacant store and that it was in opera-tion, with Stauffacher himself making the "spirits" when the raiders descended on the place.

The State troopers first located the al-

leged "still" and on Capt. J. A. War-ner's orders made the raid. Sergeant Daniel Faber and Troopers A. A. Ron-key and F. J. Moehan, assisted by three revenue agents, broke in. Stauffacher, it is charged, had been making so called "white" whiskey of corn, barley and other products. He was taken to the local police station, where arrangement were made to arraign him before the United States Commissioner.

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cavairy mount which saw service in too late to dismiss spiritualism as a France during the war and owned and fraud—as some say, a nauseous fraud."

The dean added that the spiritualistic phenomena had won the assent of men of phenomena had won the assent of men of den by Capt. Paul Hurlburt, and Donlyn.

another Morgan owned and ridden by and Lombroso, and continued: "I think Omaha.

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den by Capt. Paul Hurlburt, and Donlyn.

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